The History of the

Fifty Golden Years

A Brief History of the South Eastern Road Club

1924 to 1974

Presented in five - 10 year periods

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and assisted by members of the South Eastern Road Club
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THE SOUTH-EASTERN ROAD CLUB

Mr. F. W. EVANS
President, 1924-1944

"Mr. TOM CANNON"
Hon. General Secretary and Treasurer
1924 — 1929

1924 — 1934

It was the November of 1924 when Charles Cannon, or Tom as he was to be known and loved as, got together some 20 to 24 members of the South Eastern Section of the Metropolitan District Association of the Cyclists' Touring Club who were interested in competitive cycling, and formed the South Eastern Road Club. Of these, four are still members today — J. (Jimmy) Slade, H H. (Chater) Willis, G. H. Wilcox and E. Durden — all of whom have served the Club in an official capacity. Membership rose to 125 within 2 years.

Tom Cannon was the Club's first Secretary and Treasurer with F. W. Evans as President, heading a Committee of five.

The first handbook was produced with a set of rules selected from other clubs' handbooks and the first full year of the Club's life, 1925, got under way. No longer would local racing clubs be assured of members from the S.E. Section of the Met. D.A., thus reducing C.T.C. membership. Pre-requisite of membership was to be a member of the C.T.C. S.E. Section, with an entrance fee of 1/- and an annual subscription of 5/-.

The first 10 years shows a steady progress in racing standands with hardly a falter. The honour of heading the list of Club Champions went to G. J. A. Stark, this was on a points basis over 25-50-100 miles and 12 hours. These first years had four Champions, G. J. A. Stark taking the first two, followed by J. F. E. Wilde three, G. Philips and F. Slade four. There were also trophies for 50 miles and 12 hours in the first year, the latter being a shield donated by the President.

At the end of 1925 the Club records stood as follows :

25 miles	—	1 hr. 10 mins. 5 secs.
50 miles	—	2 hrs. 27 mins. 11 secs.
50 miles Tandem	—	2 hrs. 7 mins. 29 3/5 secs.
100 miles	—	5 hrs. 25 mins. 35 secs.
12 hours	—	197 miles 1,362 yards.

In the following years these times were shaved considerably. Notable years were 1929 when the 50 mile was broken by 4 different riders settling with F. T. Rogers in 2 hrs. 18 mins. 46 3/5 secs., 1930 when every record in the book except the 12 hour tricycle was broken, W. G. Philips taking the lion's share and 1933 when R. P. Wiggs got the 25 mile inside 1 hr. 5 mins. and F. Slade

took the 100 miles under 5 hours, well under, by almost 10 mins. R. P. Wiggs was also presented by the President with a special gold medal for being the first to win an Association or Open event, this being a K.C.A. 25 mile. W. G. Philips and A. Oxbrow were the first to bring outside honours to the Club when in 1930 they broke the Southern Roads Records Association (S.R.R.A.) 12 hour record with 244 miles 651 yards, failing by only 5 miles to increase the National Roads Records Association (R.R.A.) distance.

This year also saw the Club's first team win in the Redhill C.C. 25 miles by W. G. Philips, A Oxbrow and J. F. E. Wilde.

Time Trial Standards were instituted from the beginning with a list of penalties, these being the margin by which a rider had to beat his, or her, best toq ualitfy for the standard. The 25 miles gold standard (real gold) was to beat 1 hr. 9 mins. They were tightened twice and the penalties halved in these ten years.

Club events were a large feature in the programme with events at practically all distances having 16-20 entries, including 12 hours which event would have as many as a dozen riders and always two sit-down feeds. 1928 records 14 Club events including a paper-chase. 1932 saw the first of a low-gear (under 61 inches) 25 mile, with metal rims (no sprints) to be used.

1926 saw the beginning of the long friendly association and rivalry with the Eagle Road Club, with the first inter-Club 50 mile team event on the famed 32nd Quendron course, which resulted in a win for the locals ; indeed, sad to say, the South Eastern did not record a win in this period. Club event prizes in 1929 were 17/6d. for fastest and 12/6d., 10/- and 7/6d. for 1st-3rd Handicap wins, and in the same year standard medals were awarded including 18 gold, 14 gold centre, and 15 silver — cost today ? the mind boggles.

Members figured regularly in Open events as well as several teams being organised. The event that riders always expected to commence their career was in the Kentish Dheelers' Novice 25 miles, which is still promoted in a modified form. This was reckoned to be the Novices' Classic and was always over-subscribed.

In these times riders seldom rode out to the event on the morning, they invariably week-ended ; this, in fact, was the general procedure until the 1950's when 'digs' became scarce and motor cars more numerous. Riders of these times will, no doubt, recall with nostalgia such places as Mrs. Burstow's at Horley.

Hazards of racing were generally confined to the poor condition of the roads with some other incidents such as being forced off the central narrow strip of decent surface by a horse-drawn fire engine in a hurry, driven by none other than Mr. Burstow the local Fire Chief, or by elephants from a circus over-wintering locally.

The Club had many lady members but they mostly confined their competitive activities to the Club paper-chases. There appears

to have only been one Ladies' Open event available which was the famous Rosslyn Ladies' C.C. 12 hours.

The honour of being the Club's first entrants went to Hetty Harding and Ruth Froud, both of whom married well-known Clubmen, R. P. Wiggs and H. H. Willis respectively. But the ladies were always to be seen out marshalling and helping at events and, of course, gracing the Clubruns. In 1929, 5 ladies did grace, if that is the right word, a rough-stuff time trial incorporated in a men's event.

Although Track racing was very prolific, the 1928 handbook lists 24 meetings from the Herne Hill and Paddington tracks, there is no record of a Club member competing individually but they did have a pursuit team which one year was eliminated by a Norwood Paragon C.C. team, but they can be forgiven for it did include the Southall brothers. The Club also supplied tandem teams for pacing ; 2 members will recall pacing Frank Southall in one of his record attempts at Herne Hill.

A traditional Club Dinner has always been held at the end of each Season, and it is interesting to note the change of style to the present ones. The first menu shows that a Humorist, Comedian and Soprano were engaged as cabaret, with a Trio to play during and after the meal ; at later Dinners, Club members entertained the diners. An interesting method of introducing 'Culture to the Cyclists', as if they needed it, was devised by surrounding the menu with appropriate quotations, selected by Rudge Chapman, from the works of Shakespeare and others. As Vegetarianism was very common there were invariably 2 menus available. These Dinners attracted approximately 50 people and were held mostly at the Manchester Hotel, Aldersgate, but among other venues were the Surrey Tavern, Kennington Oval, and the Palace Hotel, Bloomsbury. Guest Speakers included such famous names as G. H. Stancer, H. H. England, the Hon. A. G. C. Villiers and W. F. Holdsworth, the only surviving Speaker from the first Dinner is J. E. (Jack) Holdsworth of the Kentish Wheelers. Several dances and a Whist Drive were included in the Social programme but only occassionally made the required profit, although some 90-100 people attended and enjoyed themselves.

Officials did not change a great deal through this period ; F. W. Evans was still President in 1934 and was awarded the Club's first Gold Badge of Honour in 1933 for his services, but it was a sad loss when the Secetarial reign of Tom Cannon ended after 5 years in 1929. He fell ill after competing in a paper-chase in exceptionally bitter November weather, but already with weak lungs due to gassing in the 1914-18 war, he did not recover and died a young man of 31 years. A Memorial Shield was purchased by

Club subscription to be competed for with performances in Open and Association events. The first holders were the tandem combination of W. G. Philips and A. G. Oxbrow. It was only 4 years later when the Club lost another hard-working Committee member, L. (Len) Baker who died ; a Memorial Cup was purchased to be awarded to the fastest rider over 25 miles — H. W. Pink won it outright in 1950.

G. H. Wilcox took over as Secretary and was still in office at the end of these 10 years. It is interesting to note that Jimmy Wilde, who is on our present day Committee, took the first of his many positions in 1931 as Assistant Secretary and has served the Club ever since.

Club night played an important part in these days, at times being 2 or 3 a week, coupled with the ride to work, the hectic 'blinds' in the company of others to and from these meetings constituted training for most riders. Among evening rendezvous were Mrs. Coots' Tea Rooms, West Wickham, and the Clubroom in Barry Road, Dulwich ; the grounds of Mrs. Cootes' is now a well-known landmark being West Wickham Swimming Baths.

Although there were plenty of members available due to its ties with the C.T.C. Section, they were not the best of times for cyclists generally who, as now were drawn from all walks of life. You could purchase a bicycle for £8/10/0d., or a tandem for £14/18/0d., but cycle racing was expensive, with train fares and digs to pay for, and bad road surfaces playing havoc with tyres and tubulars. Salary and wage standards were low and they had the Depression period to weather. There was, however, much less traffic and an abundance of cheap tea places.

A quotation from the 1934 menu perhaps sums up the cycling comradeship of this decade : "If you want to know a man, travel with him".

1935 — 1944

Talf of this decade was taken up with the 1939-45 World War, nevertheless, the Club was kept intact although there was little racing activity.

Up to 1937 there had not been any National control oí time trials there being only the R.R.C. (Road Racing Council) to which only founder and promoting clubs belonged. This was changed to a National control organisation, the R.T.T.C. (Road Time Trials Council).

The end of this period of the Club's history saw a great loss in the death of its first and residing President, F. W. Evans, in December 1944. A Commissioned Officer in the R.A.R., he was involved in a road accident cycling from his camp near Oxford.

The Club was mostly kept together during these difficult years by the efforts of W. F. Slimmon and J. F. E. Wilde, who corresponded with and circulated a News Sheet to, members in the Services. Membership maintained a level of 70-80 members up to the war years when they dropped approximately 40, with as many as 19 serving in the Forces and at least 4 of these are recorded as being taken Prisoner of War.

The 5 full years of racing up to and including 1939 saw virtual domination of the Club Championship by L. W. Williams, only R. E. Whitlock, who died in 1941, being able to break this by his 1937 win ; this was a particularly keen year with only 15 m.p.h. separating the top 4 riders. Club records continued to fall showing the improving standard of the riders ; although not taking the Championship again, F. Slade lowered the 50 and 100 times as well as improving the 12 hour distance to almost 230 miles — this distance to stand till after the war. L. W. Williams held the fastest 50 and 100 times up to 1944 with 2 hours 14 minutes 47 seconds and 4 hours 45 minutes 13 seconds respectively, the latter being done during the war years.

The 25 miles record stood to the "find" of 1937, H. Bloomfield, in 1 hour 4 minutes 27 4/5 seconds, the same year that he took the Novice's Gold Medal W. R. Simon and W. T. Laws improved the tandem 50 miles record to 1 hour 57 minutes 39 seconds ; they also improved the tandem 100 miles but this finally rested with Slim's brother, S. E. (Stan) Slimmon and J. F. Leggett with 4 hours 19 minutes 50 seconds.

Because of continuing improvements by members, the faster end of the time trial standards were tightened yet again in 1935, but penalties were dropped allowing riders to gain a standard irrespective of the amount of improvement.

In spite of these faster times the Club was still unable to get a win over the Eagle R.C. in the inter-Club 50 miles — in fact they were not to suceed until after the war. As the Eagles dominated the S.E.R.C. so the S.E.R.C. dominated the Southern Roads C.C. in the inter-Club 25 miles and, in fact, won most of their inter-Club and combine events, including the 12 hours.

In 1939 a young man, A. (Arthur) Stone, came 2nd in the Kentish Wheelers' Novices 25 miles, took the Novices Gold Medal and the 25 miles Cup ; it was 1940 when another rider commenced his career in the Kentish Wheelers' Novices — H. W. (Bill) Pink. These two were to become prolific winners and keen rivals after the war as will subsequently be shown.

Another promising rider who started in 1939 was Arthur Stone's brother Godfrey (Geoff), who rode all distances in his first year, including the 12 hours and became runner-up in the Club Championship. He was unable to continue his riding after the war because of being injured while a Prisoner of War, but was to do a considerable amount of work for the Club.

The ladies racing activities were sparse, but they accounted themselve well in marshalling activities and the prizes were always presented by the President's Lady, Mrs. F. W. Evans.

Honours outside the Club's own did not materialise but an attempt by W. T. Laws and W. R. Slimmon on the S.R.A.A. 100 miles record in 1935 was only thwarted by a change of machine due to a puncture.

In the early days, of course, everything about cycle racing had to be Private and Confidential with no advertising and riders having to wear all black from neck to ankle so as to be inconspicuous ? But riders sometimes drew attention to themselves in other ways, as did the rider in a North Road 12 hour who went round a road island on the wrong side in front of a Policeman who promptly gave chase on his bicycle ; the rider, unable to shake him off, hid over a hedge so that the rider he did catch up with was a S.E.R.C. hider who was duly accused of the traffic violation — fortunately the culprit owned up. In fairness to the riders, I believe it was very late in the event.

In 1938 the Club recognised the need to cater for all types of racing by affiliating to the National Cyclists' Union (N.C.U.) and appointing a Massed Start and Track-racing Secretary the following year ; the Committee was subsequently increased to 7. This year, 1939, other alterations to the rules were made including keeping Service members on the membership without subscriptions. An

important change was made in the Candidate rules allowing members from any Section of the South London D.A. of the C.T.C. to apply for membership and not restricting it to S.E. Section members only as before ; this did not induce a large influx from most of the Sections but many did come from the Southern Central Section after the war until its demise in the 1960's.

G. H. Wilcox continued as Secretary and Treasurer until 1936 when W. F. Slimmon commenced his reign which was to last for 32 years. The Badge of Honour was presented to G. H. Wilcox for his work, an honour which was also bestowed on J. Slade in 1938.

Another affiliation during this period was to the Southern Counties Cycling Union (S.C.C.U.) in 1939, with the Club subsequentlly taking an active part in its events and featuring in its magazine "Southern Cyclist".

The Football Card lottery, or swindle as some people prefer to dub it, was started in 1938 to raise much-needed funds. This first season netted a welcome £11 as compared with today when the Club has come to rely on hard-working Club members to acquire a sum nearing £100.

There were no Dinners held during the war years but a luncheon and prize presentation was held in 1939 at The Horseshoes in Knockholt. Club meetings were kept at the Freemasons' Arms Public House in South Norwood. Winter Clubrooms were shared with the East Surrey D.A. of the C.T.C. and less inspiring premises used was a crypt at Forest Hill.

In spite of the difficulties and tragedies of the second 5 years of this period the Club probably survived better than most and the close-knit friendship of its members was to serve it in good stead as the continued support and loyalty of many of them in following years shows.

1945 — 1954

Conditions could only improve after the war years and the sport was soon getting back into its stride as was the S.E.R.C. with members being released from H.M. Forces and events being re-organised. This was to be an eventful 10 years as well as probably being the Club's most prolific and successful period, with high membership, improved speeds, the era of Mrs. J. E. Brooker, organisation of first Open events and last but by no means least, clipping the wings of 'The Eagles'. It also covered the celebration of its first 25 years.

In 1946, the first Championship after the war, H. K. Barton ousted L. W. Williams by a narrow margin and went on to win again the following year with a record speed. 1948 saw V. W. Curson in his one and only season take the Championship with a record average and lower several other records in doing so. Although he only competed the one season he had ridden extensively with the C.T.C. and shortly afterwards he emigrated to Australia.

From this year on it was all A. V. Stone, except for 1952 when H. W. Pink, who was always within striking distance, edged him out. Every year was faster than the previous until it stood at 22·423 m.p.h. in 1954.

A. V. Stone's third Championship in 1951 gave him ownership of the 4th Dunlop Cup and his parents, Mr. and Mrs. A. V. Stone, presented the Club with a new perpetual Trophy for competition. In 1949 special awards were introduced, being a Silver Guilt medal for the Champion and Bronze medals for riders finishing with an average of 20 m.p.h. or more.

The Single Bicycle records fell like nine-pins — the 50 miles was improved as many as 5 times in one year — with A. V. Stone 30 miles, 50 miles, 100 miles and 12 hours ; H. W. Pink 25 miles and 12 hours, V. W. Curson 25 miles, 30 miles and 50 miles. H. K. Barton 30 miles, 100 miles and 12 hours, all taking a share over several years. But it was R. H. Gravenor who took the honour of doing the first 25 miles under the hour — 59-57 in 1952. He also lowered the 30 miles but it was the duo of M. G. Vickers and D. C. Ward who mostly dominated the shorter distances with the latter bringing the 25 miles to 59-18 and M. G. Vickers the 50 miles to within striking distance of 2 hours with 2 hours 0 mins. 25 seconds ; this time was to stand for many years. Ae well as 25 and 50 miles these two did improve the 100 miles record, D. C.

Ward being the first inside 4½ hours with 4 hours 29 minutes 33 seconds.

The 12 hours rested in 1952 with H. W. Pink at 243 miles 1104 yards, the first ride at over evens (20 m.p.h.), and the 24 hours in 1947 with H. K. Barton who did 393 miles 880 yards

Needless to say combinations of these top riders set up team records which were officially recognised by the Club in 1952 and stood the test of time.

Further awards for the single competition were a Junior Championship Cup introduced in 1947 and donated by R. C. Berry which was for the fastest average speed of over 25 and 30 miles. Two years later it was decided to give a Silver-Gilt medal to the fastest Novice over 25 miles and in 1957 Mrs. G. Botley presented a Cup for the fastest 30 miles of the year.

The solo artists ! did not have it all their own way, as this was a period when the tricycle was very popular in the Club and the tandem was coming back into its own. It is D. G. Ivey who stands out as an outstanding exponent of the tricycle ; he held the records at every distance from 25 miles in 1953 of 1 hour 10 minutes 59 seconds to the 24 hours in 1954 at 390 miles 117 yards.

Of the tandems ? The miles time set up before the war survived this 10 years but a 30 miles distance was instituted in 1950 and the record was broken several times by different pairs finishing in 1954 with L. Dalton and R. Beadle in 1 hour 8 mintes 3 seconds.

Two place-to-place records were instituted but have not proved very popular over the years. The Purley to East Grinstead and Back was set up in 1950 by M. G. Vickers and rested with him for many years from 1951 with 1 hour 25 minutes 52 seconds, only F. E. Brown, a Junior Champion, holding it between times H. W. Pink set up a Purley to Worthing and Back and bettered his own time in 1952 to 4 hours 11 minutes 40 seconds, this has only been attacked one other time which was in more recent years but the attempt failed.

It was inevitable that the standards would be altered to reflect the high quality of all this activity ; they were reduced three times although on the last occasion in 1954 the 4th standard was left, no doubt to encourage slower and novice riders. The 1st standard for 25 miles was now down to 1 hour 2 minutes 45 seconds.

Ladies first got their own standards in 1948, the 1st for 25 miles being 1 hour 8 minutes 30 seconds ; previous to this they were calculated on the men's, plus 7½%. This time was put up to 1 hour 9 minutes 0 seconds in the 1951 review, the only time standards were relaxed. The standards were not changed again for several years. In 1948 the traditional gold and silver medals for these standards were substituted with silver and bronze due to the high cost.

1946 saw a total of 5 Club events promoted ; by 1954 these numbered 11. The first was always a Medium Gear (72" fixed) 25 miles. Among the additional events introduced were a Junior 10 miles, first won by short distance star-to-be D. C. Ward, and two Ladies' 10 miles events both won by National star-to-be Miss J. E. Thompson. In 1949 a special catergory Silver Jubilee 25 miles was promoted for Seniors, Juniors and Veterans — this was the first recording of an event for Veterans only — and 1950 saw an unusual event called Hill and Dale T.T. It sounds like several miles of hill climbs. L. W. Williams dominated the Club events of 1946 but the following year it was H. K. Barton, H. W. Pink and A. V. Stone who mostly won.

The Hill Climb is first recorded in 1946 and re-appeared in 1950, but the first recorded winner was R. H. Gravenor on Chalk Pits Hill, Oxted, where it became established for many years.

Two Inter-Club events were started in 1949, being a Jnnior 10 miles with the Catford C.C. and a Ladies 10 miles with the 29th Wheelers, but both were short-lived. The Inter-Club with the Southern Roads C.C. was revived in 1947 with the Club retaining its unbeaten record.

The first of the post-war Inter-Club 50 miles with the Eagle R.C. was in 1946, still without a win by the S.E.R.C. Then Secretary, W. F. Slimmon, writing in the Handbook report must have had his tongue in cheek and fingers crossed when contemplating the 1948 event. He wrote "All we need is four riders inside Club record". This when the formidable Eagle combination of H. T. Edwards and A. Ayton were coming into their own. But everything comes to he who waits and in 1952 the Eagles suffered their first defeat by the S.E.R.C. team of M. G. Vickers, D. C. Ward, R. H. Gravenor and A. V. Stone.

In spite of the limitations of the immediate post-war period, the Club chose 1946 as the year to branch out into Open promotions and jumped straight into the deep end with a 12 hours. There was a great need for this type of event on the Southern Roads, which had previously been run by the Anerly B.C., and it fell to J. F. E. Wilds and W. F. Slimmon to organise the first. They set a high standard which has been maintained in all the Club's promotions since. This first event had 64 entries and was won by C. Roberts of the Addiscombe C.C. with 242 miles 480 yards, the Club's own H. K. Barton was second with 232 miles 890 yards (a Club record), W. R. McClarty of the Fountain C.C. was third with 229 miles 1128 yards and Addiscombe C.C. won the team race. The 18 years of its being was always a highlight of members' calendars with almost everyone assisting in some capacity if they were not riding. Local clubs were also drawn in to assist and the Club will always appreciate the help rendered by such clubs as the Addiscombe C.C., Charlotteville C.C., Kentish Wheelers, Norwood

Paragon C.C., Redhill C.C. and the Southern Roads C.C., which no longer exists. Some well known names have won this event, notably A. R. J. (Alf) Hill of the Kentish Wheelers, who was National record holder at this distance, but the longest distance in this event belongs to E. J. Stagg of the Old Portlians C.C. in 1959 with 258 miles 1443 yards.

Many people will have their own favourite tale to tell and one cannot pass on without relating just one. True ? Who cares ? It was in an early event when a rider being run out of his time, collapsed into a ditch ; up drew a Rolls-Royce limousine and a lady of regal bearing steped out and asked "Had a good day George ?", whereupon the chauffeur bundled him and his bicycle into the back and drove off.

The Lightweight Cycle Makers' Association honoured the event and the Club by donating a Trophy as a memorial to F. W. Evans, who was a founder member. There is still a cycle shop which bears his name. This Cup is now awarded to the winner of the Club's Open 25 miles T.T.

It was the general lack of interest in 12 hours resulting in falling entries that sounded its death knell but there will be many people in many clubs with many memories.

Four years later a Ladies' 25 miles was added to the Open promotions ; the first was won by J. Gregory of the Nottingham Wheelers with 1 hour 6 minutes 7 seconds. The Club's own J. E. Brooker was second and J. Harris of the Apollo C.C. third, with the team race going to the Addiscombe C.C. Although the S.E.R.C. never produced a winner they did take the team race in 1954. This event went the way of the 12 hours in 1965 due to a dearth in women's racing generally.

In 1954, the S.L.D.A. of the R.T.T.C. was allocated the Women's 50 miles Championship and they, in turn, entrusted the organisation to the S.E.R.C. who again produced a first class event over a Brighton Road course, an early version of the G25, under the organising of Mrs. J. E. Brooker.

S.E.R.C. riders acredited themselves well nationally during this decade. Although the highest honours went to a lady, Mrs J. E. Brooker, the men were a force to be reckoned with, especially at 50 miles.

V. W. Curson was to give the Club its first true Open win with fastest in the Suffolk R.C. 25 miles in 1948. 1952-54 were particularly prolific years with D. C. Ward and M. G. Vickers gaining top placings in 50 miles events and, backed by a third man, gaining many team wins in such classic events as the Belle Vue and Gainsborough 50's ; along with R. H. Gravenor they showed well at 25 miles also. Some 21 team wins are recorded over these 3 years. Top placings and team wins were not confined to these short distance experts as some 14 or 15 other riders gained Open awards.

The Ladies competition throughout the country reached its peak during this decade and one of those at the stop was Club member J. E. Brooker (nee Thompson). From 1947 to 1953 she dominated Club records at all distances from 10 miles to 12 hours, first as Thompson then later as Brooker when she married massed-start enthusiast Harry. Although her name was Joyce she was known as 'Tommy' derived from her maiden name. Along with their two children they emigrated to Australia.

In 1950 Tommy broke the National 25 miles record with 1 hour 4 minutes 10 seconds, taking 1 minute 17 seconds off, this stood for 5 years. She came 4th in the British Best All Rounder competition and won as many as 10 events in a season. Her efforts were not confined to time trials for in 1950 she attacked and broke the W.R.R.A. London to Brighton and Back record with 5 hours 0 minutes 53 seconds. This was followed by the London to Worthing and Back in 1953 with 6 hours 4 minutes 10 seconds, which was improved the same year. These national performances meant that she dominated the Club's Tom Cannon Memorial Shield competition for 4 out of a 5 year run and no other Club rider, male or female, has yet equalled her national reputation.

The Club had many other fine lady riders whose performances were over-shadowed by those of 'Tommy' Brooker but they supported her in many team wins, they included, B. Cross, B. Songhurst, J. Wells and J. M. Wright, who later as Mrs. Oborne, became the Club's first lady Secretary. But the girl who took over Mrs. Brooker's crown in 1954 was P. Blake who very quickly established herself as a fast rider.

The strength of the femade contingent ensured trophies 'for the competition of', and in 1947 the brothers A. V. and A. R. G. Stone presented Cups for the 10 and 25 miles distances. This was followed by a Most Improved Rider of the Year Plaque donated by H. E. T. Brooker — he had already given one for the men's Novices competition. In 1951 an unusual once only Handicap Cup was given by J. Parslow for competition in Club events.

To complement the men's event, B. M. Collins established a Purley to East Grinstead and Back record which rested in 1953 with P. Blake in 1 hour 40 minutes 7 seconds.

A Pursuit team was entered for several years but interest in the track was not very high with only one or two of the short distance fast men regularly competing although they acquitted themselves very well, particularly D. C. Ward, who later left to join the Norwood Paragon C.C. Pursuit team.

In contrast with the massed-start scene gained many supporters and in 1948 an article on tactics written by Bob Maitland, a top amateur rider who later turned professional, was put in the Handbook, as published by the N.C.U. Events listed in the Club Handbook were all circuit events at Stapleford Tawney, Dunmow and

Matching Green in Essex, Brands Hatch, Kent and Blenheim Parks, Oxford.

H. E. Brooker was the cost consistent rider coming 5th in the London Massed-Start Championship of 1947. The first Club Championship in 1950 which was held at Brands Hatch, was won by H. W. Pink, there being 8 finishers.

1945 saw the return of the Annual Dinner with well over 100 in attendance and the following year two Dances were organised by S. Constable which realised a very welcome £23/6/8d. In December 1949 the Silver Jubilee 'Do' was held at Lysbeth Hall in Soho, the same venue was used the following year but after that it was always at the Express Hall, Clapham. From 1949 to 1953 the menu was always Chicken, perhaps it had something to do with wanting to be like an Eagle — well it was 1952 the Club first beat them. These dinners were organised under the auspices of several different Social Secretaries, but S. Constable had the longest run of 4 years.

T. W. Miles remained President up to 1950 when W. T. Laws took over and 24 years later he is still in office. Slim continued his reign as Secretary and Treasurer through these 10 years and the energetic J. F. E. Wilde was his Assistant. A. R. G. Stone became a very hard-working Racing Secretary in 1949 and was still there well into the next decade. A post of Assistant to the Racing Secretary was introduched in this year to take on Club event organisation ; this is now known as Club Event Secretary — A. C. Burley was the first.

It was inevitable that a Ladies' Racing Secretary be appointed and Miss J. E. Thompson was elected — she thus became the first lady to hold a Secretarial post ; another lady, Mrs. A. Smith, took her first job in 1953 as Press Secretary, and has served on the Committee ever since, mostly as Racing and Social Secretaries.

H. W. Pink found time amongst his racing commitments to take on committee work ; he was first on a Committee in 1947 and has served on one in various capacities ever since, including Ladies Racing Secretary and Open 12 Hour organiser.

The honour of Life Membership was introduced for exceptional service to the Club, not necessarily carried out in an Official capacity, and W. J. Gower and J. F. Leggett were the first recipients in 1950. In 1952 this honour was also accorded to Mr. and Mrs. A. Stone, parents of the two brothers. Another brother and two daughters were also active members.

Badges of Honour were awarded in 1946 to W. F. Slimmon, 1948 to J. F. E. Wilde and in 1951 to T. W. Miles, the last was elected to the Honorary post of Vice-President along with G. H. Wilcox and F. Slade to join Mrs. F. W. Evans.

Generally the Club Rules stayed the same. A few additions and alterations included prizes for Ladies' Club events and the

Committee increasing to 9 by 1949. Two rules were included that reflected the circumstances of the time, one being the granting of travelling expenses where riders wished to represent the Club in National Championships held outside the London District Council's area, the other because of compulsory National Service, allowed members in H.M. Forces to compete under the name of their Unit Cycling Club without jeopardising their Club membership, although the riders did not qualify for Club awards.

Colour came into the life of the S.E.R.C. when in 1947 orange and black were adopted as the official Club colours. In 1953 green was added, this being taken as one of the colours of the Southern Central Section of the C.T.C. D.A. who had many members active in the Club ; this coincided with the new R.T.T.C. ruling to allow coloured racing vests to be worn in the time trials. To widen riders' scope, two further affiliations were made in 1948 being the Eastern Counties Cycling Association and the Women's Road Records Association.

Towards the end of these 10 years the trend of getting to events started to drift away from week-ending to driving straight there which today is almost general practice. Local short distance events were generally ridden down to on the morning, a method that would not be considered before and just after the war. But week-ending was still the favourite whether for the companiship, to get the miles in, the pub-crawling the night before (they didn't all get back to the 'digs' without being caught by the Law for no lights !), or just to get away from the wife (or husband), who knows ? But for sure many people will remember with nostalgia such places as Mrs. Warren's — near Pangbourne ; Sunny Acres— Hookwood, and Mrs. Bridgeland's — Burstow.

Evening Club runs were very much a feature culminating in such places as Appledore — Horley, Biggin Hill and Downe, Kent, while Clubnights went from Pete's Hut, South Croydon, with a short stay at Stanley Halls, Norwood, to St. George's Church Hall, Beckenham, which was always crowded with S.E.R.C. and C T.C. members.

In conclusion we may say this was 10 years in which the S.E.R.C. made great progress in stabilising itself as a strong, responsible Club.

1955 — 1964

These were 10 years of consolidation with things continuing very much as before and few violent changes. But 1959 saw an important National change when the National Cyclists' Union (N.C.U.) and the British League of Racing Cyclists (B.L.R.C.) amalgamated to form the British Cycling Federation (B.C.F.) which became the body for all road, circuit and track racing and responsible for international competition, while a Club Association of old members was formed, and sadly a past President and another renowned older member passed away.

Many new and promising young riders joined the ranks but unfortunately very few stayed the course to be members in the following decade.

The H. W. Pink and A. V. Stone duo were reluctant to relinquish the Club Championship which had yo-yo'd between them for so long. The former took it in 1955 with a record m.p.h. and again in 1956 for the third time which gave him ownership of the Stone Cup, but he presented it back to the Club as a perpetual trophy. P. E. Boxall wrested the crown in 1957 and in the following year A. V. Stone made it his sixth and last Championship. D. F. Laws was to take it the following 2 years with an increased m.p.h. in 1960, while for the last 4 years it went to J. H. Bainbridge.

With D. C. Ward and M. G. Vickers no longer in contention, R. H. Gravenor had things very much his own way at the short distances for the first few years, improving the 30 miles record to 1-11-39, but the 25 miles and 50 miles were to survive these 10 years. In 1958 Junior P. T. Oborne dislodged him from the 25 miles and 30 miles spots and took the Junior Championship for the second year running with a record average that was to stand for 13 years.

M. G. Twitchett became the short distance exponent from 1960, on taking the 25 miles Cup every year and getting inside the hour. The 50 miles was his from 1961 to 1963 and although H. W. Pink improved the 100 miles record in the memorable event in which R. C. Booty (Ericcson Wheelers) did the first 100 miles inside 4 hours, it was M. G. Twitchett who, by 1963, had brought it down to 4 hours 20 minutes 21 seconds.

In his quest for the Club Championship in 1960 D. F. Laws improved the 12 hour record, as did J. H. Bainbridge in 1963, bringing it to 248 miles 630 yards. The full day was improved by

D. G. Ivey when in 1959 after 12 years, the 24 hours record was broken with 408 miles 462 yards, having already done it on a tricycle 3 years previously with 398 miles 1540 yards when successfully breaking the S.R.R.A. record. With the aid of P. W. Wyatt, he turned his attention to the long tricycle and they set up times for the 30, 50 and 100 miles. Two of these times, the 50 and the 100, were done in successful attempts on S.R.R.A. records, the former in 1955 in 2 hours 7 minutes 50 seconds was beaten the same year and the latter in 1956 with 4 hours 33 minutes 1 second.

To foster interest in trike racing L. G. (Les) Smaldon, himself an enthusiast, in 1957 presented 2 tankards for competition, one for the best Annual Average over 25, 50 and 100 miles, and othe other for the best 12 hours. Needless to say, D. G. Ivey was the first recipient of both.

Tandem racing continued to gather momentum with some well established records going and the recording of team records. There were probably some half-dozen pairs with 3 or 4 very often in the same event. The 30 miles and 50 miles records fell to E. O. and A. V. Stone in 1955. The latter marked the finish of one era and the start of another, for this record had stood for 20 years since 1935 held by W. F. Slimmon and W. T. Laws. R. H. Gravenor and L. J. Smith improved the 30 miles to 1 hour 3 minutes 48 seconds by 1956 and broke the 50 miles in 1957 and 1958. This was eclipsed in 1962 by M. G. Twitchett and R. G. Hooker with 1 hour 50 minutes 2 seconds. Another long standing tandem record went when R. Percy and K. Cotman in 1962 took the 27 year old 100 miles held by S. E. Slimmon and J. F. Leggett from 1937 Two years later H. W. Pink and L. J. Smith came near to putting it inside 4 hours with 4 hours 2 minutes 47 seconds. The same year an even longer standing record, the 12 hours, went to J. H. Bainbridge and C. F. Lowe with 252 miles after 32 years of belonging to W. G. Philips and A. G. Oxbrow.

In 1957 the Hill Climb was made a Club Championship when a perpetual Trophy was presented by Mr. and Mrs. R. A. Oborne. R. E. Cotterall was the first champion slipping up the Chalk Pits at Oxted in 2 minutes 34·8 seconds. By the end of this period the record stood to E. C. Mitchell in 2 minutes 17·4 seconds, ridden in 1963.

Further trophies were presented to the Club ; a Cup by D. Stratford in 1959 for the fastest 10 miles of the year by a Junior, first won by L. G. Brown with 24 minutes 54 seconds, and a Cup by J. Grant in 1960 for riders under 16 years of age with the best aggregate of 5 'tens' in the Evening events and known as the Evening 10 trophy. R. I. Cave was the first winner with 2 hours 7 minutes 41 seconds.

In 1957 a unique competition was devised based on a points system for the first eight scratch and handicap placings in Club

events. The perpetual award is a silver tray with performances and its title 'Clubman Trophy' inscribed thereon. R. E. Cotterall was the first to take it home.

Success in Open events dropped considerably after the high note of the previous years. The best individual performance was H. W. Pink's 3rd place in the Club's own 12 hours of 1955 ; the only other male solo success was team in the 1956 Rosebank 30 miles. The tandems fared a little better comparatively, taking 1st and 3rd places in the Old Portlians C.C. 30 miles of 1956 and forming a winning 1st team, and 1958 saw a team win the Archer R.C. 50 miles.

The efforts of the pairs was reflected in the 'Tom Cannon Shield' results which are based on success in Open events, for it to a tandem in 1956-57 and 1960 — R. H. Gravenor and L. J. Smith. A win in the Club's Open road race and many high placings in time trials helped M. G. Twitchett in taking the Shield in 1962 to 1964. Miss P. A. Blake had similar fortune when winning it in 1955 having had 4 placings in time trials.

P. A. Blake was the outstanding lady rider in the early years and won all the trophies, although no match for the records set up by J. E. Brooker. But numbers were declining and by 1964 there were no more than one or two competing; the results of the Ladies' Plaque which is for the most improved rider reflects this trend, there being no award in 1959, 1962-1964. However, some good rides were done by D. Jay, J. S. Wells, N. Palmer and J M. Oborne, in taking Club awards. By 1956 P. A. Blake had made the 10 and 25 miles Cups her own and once again A. V. and A R. G. Stone generously donated replacements. In 1953 and 1955 she attacked the Purley to East Grinstead and Back record bringing it to 1 hour 33 minutes 48 seconds where it has stayed.

Club rules altered little during these 10 years. An obscure change in 1955 meant that people racing on more than one type of machine had to name a preference and pay 2/- instead of 1/6d. on the others. By 1957 this had been rescinded and the 100 miles became 3/6d., plus the cost of feeding, instead of an all-in fee. To continue its policy of giving every opportunity for riders in different types of racing, the Club affiliated to the B.L.R.C. in 1957 for road racing and automatically to the B.C.F. after the amalgamation. In 1962 the Woolwich C.A. was affiliated to and the following year the B.C.C.A. (British Cyclo Closs Association), this brought the total affiliations to 12.

There was little change in the time trial standards except for the inclusion of times for the tandem-trike until 1964 when, although few riders were on a level with the top rankings, it was felt that they needed upgrading to compare with general National standards. Consequently, $1\frac{3}{4}$ minutes and 5 minutes was slashed off the 25 miles bringing the 1st and 4th grades to 1 hour 1 minute

and 1 hour 10 minutes respectively ; the other distances were cut down in a similar manner. The Ladies' times were left but of course, these had been instituted when J. E. Brooker was competing.

The pattern of Club events changed considerably. The Ladies' events were eventually dropped through lack of support as was the 12 hours in 1955 and the 100 miles in 1962 for the same reason, these two events being incorporated in the Open 12 hours and the Kentish Wheelers C.C. 100 miles events. After many years of tradition the Medium Gear 25 miles season-starter was done away with in 1957. The sad demise of the Southern Roads C.C. would have meant no Inter-Club 25 miles, but the following year, 1964, a series was started against the the East Surrey R.C. Many thought the Club had taken on more than it could handle as they were a very strong Club with many under the hour riders, but they were not to get things all their own way. In the 50 miles event with the Eagle R.C. the tables were completely turned with 'the Eagles' winning no more than twice.

The short distance experts generally dominated the Club event results but the 12 hours in 1959 was very much a family affair, the major prizes being taken by A. V. Stone, brother Eric, and brother-in law S. M. Bass respectively.

Although the Open 12 hours event was unfortunately dropped through falling entries, in 1964 the Club expanded its Open promotions particularly in the field of road racing. 1958 saw the introduction of evening circuit events at Crystal Palace, R. C. Martin, Bromley R.C. and Mrs. J. Poole, Fountain C.C., winning the Men's and Ladies's events respectively. These were also held in 1959 but from 1960 on, the circuit was not available. 1959 also saw the joint Sunday promotion at Crystal Palace with the East Surrey R.C., and a similar event was organised in 1964 in conjunction with the De Laune C.C. and the Old Kent C.C. An Open Road Race was promoted for the first time in 1963 and repeated the following year. It was in circuit form of 44 miles total based at Ightham, with 2 laps of Kentish roads. Further time trial promotions were not overlooked and in 1962 a Team Time Trial, based in the Crawley, Sussex, area, got off the ground. This was the brainchild of H. W. Pink and he has promoted every time since. It initially had 4-rider teams but this was later reduced to 3, and in 1964 a Veterans event was added. Road racing became popular during the second 5 years with teams regularly being formed and placings gained. Unfortunately, there are few records of performances but as previously mentioned, M. G. Twitchett is shown to have won the Club's own Ightham event which was in 1963. Other good performers were E. C. Mitchell, R. Percy and K. G. Cotman.

Track activity was very sparse in the early years but, like the road racing, it was at its highest peak of activity in the later ones. Largely due to the efforts of the Track Secretary, C. T. Derrick, a Cabin was obtained at Herne Hill Track in 1964, one having been shared with another club for the previous 2 years. Back in 1957 Track standards were introduced, tables being drawn up covering various events for men, ladies and tandems. The same year track records were recorded and by 1964 the list looked like this :

4000 m. Individual Pursuit			
	M. G. Twitchett	5 mins. 32·4 secs.	1962
4000 m. Team Pursuit			
	M. W. Cornelious E. A. Putland D. F. Laws C. T. Derrick	5 mins. 25·0 secs.	1961
1000 m. Standing Start			
	E. C. Mitchell	1 min. 20·2 secs.	1962
¼ mile Flying Start			
	E. C. Mitchell	27·5 sec.	1963
¼ mile Flying Start Tandem			
	R. Percy K. Cotman	27·2 secs.	1962
¼ mile Flying Start Tricycle			
	R. S. Oxbrow	42·2 secs.	1963

W. T. Laws saw the Club through these 10 years as President, with W. F. Slimmon adding another 10 years to his stay as General Secretary and Treasurer, but his Aide changed with A. C. Burley taking over as Assistant Secretary in 1955. Then L. P. Cumbers filled the post from 1958 to 1961 when J. Grant took over. Mrs. A. Smith was elected to the position of Social Secretary in 1955 which she combined with that of Ladies Racing Secretary into the next 10 years. A. R. G. Stone continued as Racing Secretary until 1963 when J. Grant took it on under the changed title of Time Trial Secretary. As previously mentioned an Old Members' Association was formed in 1955 with J. F. E. Wilde as Secretary. Designed to retain past and less active members' interest in the Club, it has become a very successful venture with members of all ages joining in its activities which include, regular runs, theatre trips and visits of interest ; it also has its own News Letter.

The Assistant Racing Secretary became Club Events Secretary in 1961 and was carried out by P. Wyatt up to 1957, combining it with the Massed Start and Track position ; J. Grant did it for the next 4 years when A. V. Stone took over. L. P. Cumbers followed on with the Massed Start and Track post until 1960 when the position for the two different types of racing was split. C. T. Derrick became Track Secretary for the remainder of this period

and the Massed Start came under the more modern title of Road Racing Secretary with R. G. Hooker in the chair to 1963 when D. W. Abbott carried it through into the next decade. In 1959 the new post of Press Secretary was created to liaise between the Club and 'Cycling' and the local Press. The man elected to the job was L. J. (Lou) Smith who had joined the Club 3 years previously to join his wife Ann, no doubt to elleviate family dissention (a row) ! He has done a lot of work for the Club ever since and has always been on the Committee in one capacity or another. His activities were not confined to Committee work as he could (and still can) show a clean pair of wheels to most. His tandem efforts with R. H. Gravenor have previously been mentioned.

In 1960 the Club suffered the loss of two prominent members with the death of T. W. Miles, a past President and founder member, who was presented with the Badge of Honour in 1951 for his selfless work for the Club, and W. J. Gower, affectionately known as 'Pop', who was a past Committee member and awarded life membership in 1950. A. R. G. Stone became a Vice-President in 1964 filling the place previously held by T. W. Miles.

Recognition of hard work put in by various members was accorded with the Badge of Honour award ; in 1955 Mrs. J. E. Brooker and A. R. G. Stone received it, followed by Mrs. A. Smith and H. W. Pink in 1962 and W. T. Laws and L. J. Smith in 1964. Life membership also was given to Mrs. Brooker and husband in 1963.

Only the Annual Dinner remained as a major social organisation for Mrs. A. Smith, as there was no demand for dances or anything similar. It was held again for 2 years at the Express Hall, then the 'Cornet of Horse', also in Clapham Junction, was given a try for 2 years. In 1958 it settled at Cobbs' Restaurant, Sydenham, where, but for one break, it has stayed over since.

A November evening event always looked forward to for several years at the Beckenham Clubroom, was the Roller Racing contests organised by L. J. Smith, using 4 sets of rollers and a competition dial. Apart from regular distances and speed attempts, revenge matches accruing from the past season were very much the order of the night and some years there was an Inter-Club with the Kentish Wheelers. 1963 saw the change to the Clubroom at the Girl Guides' Hut, Croydon.

In conclusion we can say that these were 10 years of relatively quiet activity with an abundance of friendly competition.

1964 — 1974

What will these last 10 years be remembered for ? R. G. Donington's domination of the Club Championship ; the shattering of nearly every record in the book ; come-backs by older members with prolific activity from the Veterans ; or, at the other age level, huge increase in school-children's competition, including the Club's first National Champion ; whichever it is there is plenty to choose from. Certainly the later years of this period saw a rise of activity in nearly all aspects of Club life plus new ones, namely very young riders, 10-15 year olds, and Cyclo-Cross with a promotion for the first time. The section that has not done well is the Ladies, with only one or two competing but this does follow a national trend where women's competition has become very sparse.

Only three names grace the Champions roll. J. H. Bainbridge made it his 5th in 1965 followed by long-distance strong man A. W. Walker with a record m.p.h., but from 1967 to 1974 it has been dominated by R. G. (Bob) Donington. In his first year over the traditional four distances he improved the speed to over 23 m.p.h. In an attempt to encourage more competition the 12 hours was eliminated leaving the 25, 50 and 100 miles distances. Certainly more riders qualified over the Championship distances but R. G. Donington was unshakeable until 1973 when he was challenged by R. Gaskell to within ·016, but 1974 still saw him heading the table. His record speed is 25·324 m.p.h. done in 1972.

M. G. Twitchett won the coveted 'Tom' Canon Memorial Shield for the 4th time in 1965 but R. G. Donington's consistency and abundance of wins and placings over all distances ensured his hold on the shield, only being relieved of it in 1967 by S. H. Clinch.

Such was the talent in depth that the other trophies changed hands continuously with records going in the process. The 25 miles cup fell into the hands of some five different riders with S H. Clinch improving the time in 1966 and 1967 and again in 1969 with the first 56 minutes ride. R. G. Donington also broke the record in 1967 although was not fastest, but in 1971 he improved on S. H. Clinch's 1969 time. P. Holland took it down again the following year and as shown it now stands with R. Gaskell.

The 30 miles distance has always been a Cinderella but the time was kept up to scratch with the fastest being S. H. Clinch and R. G. Donington.

F. Slade presented the Club with a Gold Medal to be awarded for the first 50 miles ridden inside 2 hours. In 1968 this went to R. G. Donington who broke the long-standing M. G. Vickers record with a fine 1-58. He improved on this by a few seconds in the same year and the following year brought it inside 1-56 minutes then in 1971 P. Holland improved on it. The 50 miles Cup went to R. G. Donington 6 times and once to M. G. Twitchett, S. H. Clinch, R. Gaskell and P. Holland.

The 10 miles distance was recognised for Seniors in 1972 and a Cup was presented by Mr. and Mrs. R. G. Donington. That first year it went to R. G. Donington but the following year produced one of very few Club ties when R. Gaskell and R. G. Donington both did 22-42's. In 1974 R. G. Donington had it to himself again in record time.

In 1965 J. H. Bainbridge took the 100 miles Cup for the second year running, followed by A. W. Walker, R. G. Donington collected it the 2 years after that and P. A. Pinchin took it in 1969 ; but this is a distance at which R. G. Donington excels and he won it from 1970 on. He also improved the record several times with his best coming in 1972 — a 4-9 — bringing him within striking distance of the Gold Medal presented to the Club by the widow of Len Roberts, a past Club member, which is to be awarded to the first rider to complete a 100 miles inside 4 hours.

Although the 12 hours was no longer a qualifying event for the Championshop, there has been a few riders competing at this distance most years, 1968 being the exception. In taking the F. W. Evans Memorial Cup in 1965, J. H. Bainbridge broke the Club record for the second time bringing it to within 985 yards of 250 miles, but the following year A. W. Walker edged it to within 280 yards, and in 1973 R. G. Donington added over 4 miles.

In 1965 J. H. Bainbridge, as well as contributing to the 12 hours distance, added over 36 miles to the 24 hours.

Inevitably, with solo records falling, team records also fell but they did not come easily. The 25 miles was lowered in 1967, 1969 and 1973, the 30 miles twice in 1966 and 1970, as was the 50 miles in 1969 and 1972. The 100 miles was only improved once in 1972 as was the 12 hours which was in 1965.

Tandem racing by Club members has been sparse with only a few rides being done. There has not been any real application by the top riders so the records have stayed safe.

Trike racing has had its two or three exponents but P. Holland still stands out as the Club's star performer. He lowered several of the Club records, taking the trophies including the 25 miles Cup donated by G. Williams in 1970. The time for this distance he improved in 1967, 1968, 1971 and as it now rests in 1972. The 30 miles he gained as recentiy at 1974, whereas his best year for the 50 miles and 100 miles was 1968. Although he improved the 10

miles time in 1974 he was outdone by P. Crosskey, another top trike exponent. Team records for the 25 miles and 30 miles also went.

R. G. Donington broke the long-standing Purley to East Grinstead and Back place-to-place record on a poor day, taking off 4 seconds bringing it to 1 hour 25 minutes 49 seconds. A new record was instituted in 1971 — the Pratts Bottom to The Weald and Back — in the hope of stirring interest in this type of record by different categories ; but only one was set up which was the Junior time with a fine ride by B. A. Walker in 54 minutes 16 seconds.

The following table of current records is interesting to compare with that of 1925.

Biycles			
10 miles	R. G. Donington	22 mins. 26 secs.	1974
25 miles	R. Gaskell	55 mins. 50 secs.	1973
	Team	2 hrs. 54 mins. 59 secs.	1973
30 miles	R. G. Donington	1 hr. 8 mins. 33 secs.	1969
	Team	3 hr. 34 mins. 1 sec.	1970
50 miles	P. Holland	1 hr. 55 mins. 10 secs.	1971
	Team	5hr. 57 mins. 26 secs.	1972
100 miles	R. G. Donington	4 hr. 9mins. 40 secs.	1972
	Team	12hr. 54 mins. 45 secs.	1972
12 hours	R. G. Donington	254·06 miles	1973
	Team	730·60 miles	1965
24 hours	J. H. Bainbridge	444·28 miles	1965
Tandem			
30 miles	R. H. Gravenor L. J. Smith	1 hr. 3 mins. 48 secs.	1956
	Team (2 tandems)	2 hr. 10 mins. 11 secs.	1956
50 miles	M. G. Twitchett — R. G. Hooker	1 hr. 50 mins. 2 secs.	1962
	Team (2 tandems)	3 hr. 43 mins. 53 secs.	1958
100 miles	H. W. Pink — L. J. Smith	4 hr. 2 mins. 47 secs.	1964
12 hours	J. H. Bainbridge — C. F. Lowe	252·0 miles	1962
Tricycle			
10 miles	P. Crosskey	25 mins. 41 secs.	1974
25 miles	P. Holland	1 hr. 5 mins. 18 secs.	1974
	Team	3 hr. 43 mins. 12 secs.	1969
30 miles	P. Holland	1 hr. 18 mins. 54 secs.	1974
	Team	4 hr. 46 mins. 30 secs.	1969
50 miles	P. Holland	2 hr. 11 mins. 10 secs.	1968
	Team	7 hr. 46 mins. 17 secs.	1954
100 miles	P. Holland	4 hr. 59 mins. 47 secs.	1968
12 hours	D. G. Ivey	216·49 miles	1954
	Team	599·90 miles	1954

24 hours	D. G. Ivey	398·88 miles	1956
	Team	1054·31 miles	1954

Tandem Tricycle

30 miles	D. G. Ivey — P. Wyatt	1 hr. 13 mins. 58 secs.	1955
50 miles	D. G. Ivey P. Wyatt	2 hr. 7 mins. 50 secs.	1955
100 miles	D. G. Ivey — P. Wyatt	4 hr. 33 mins. 1 sec.	1956

A Trophy for Vetrans was instituted in 1972 being donated by Mr. and Mrs. L. J. Smith. The competition is based on best 4 Handicap placings in Club events for riders of 40 years or more. R. H. Corby was the first recipient of this keenly-contested series with P. Boxall taking it in 1973 and P. Abbott being the 1974 winner.

Another new award, this time for the younger age level, was donated by H. W. Pink in 1969 for the best placings in Open or Association events by a Schoolboy in time trials, circuit or track events. A cash voucher for £5 is given with it. B. A. Walker was the first winner and 1974 sees one of our many young aspirants of today, C. Glibbery, lead the competition. In fact, in spite of the competition in depth, he has swept the board of Junior and Schoolboy awards.

The Novices awards in 1974 did not follow the pattern of the last few years by going to a young rider, instead the Puaque and Medal were won by a Senior, J. Foster. 1968 and 1971 showed no awards, obviously they were not good years for new recruits.

The Clubman's Trophy has always been keenly contested and 1974 was no exception — it will be S. H. Clinch who will collect it this time.

1971 saw a change of mountain for the Hill Climb, this being moved to a longer but less steep venue — Star Hill, Kent — in the hope of encouraging more competition. More riders did show an interest at first, but entries have dropped again. R. Gaskell holds the record for this hill in 3 minutes 29 secsonds and S. H. Clinch was the fastest climber in 1974.

Club medal standards were changed quite a bit over this period beginning with 1969 when limits were done away with whereupon top riders had to improve to get a first and not just get inside the limit. Also, the Men's times were lowered quite considerably, by approximately 1 minute for each 25 miles but the Ladies' only slightly although the 25 miles was cut by 2 minutes to 1 hour 7 minutes 0 seconds. 1970 saw the 10 miles added with a 1st standard of 23 minutes 15 seconds.

Separate standards for boys under 16 years of age were introduced in 1972 for 10, 25 and 30 miles ; previously the only con-

cession had been a special 4th standard for 25 miles. The time set for 1st standard for 25 miles is 1 hour 4 minutes 0 seconds.

The last re-appraisal of these standards was as recent at 1974 when most of them remained unchanged except for the Men's Bicycle times whoch were cut considerably to reflect the high standard of racing in the Club. For example, the 25 miles 1st standard is now 58 minutes 30 seconds, the 30 miles 1 hour 11 minutes 0 seconds and the 50 miles 2 hours 2 minutes 0 seconds.

The number of Club events has dropped mainly due to the difficulties of finding courses on the crowded Southern roads. Most of those left are organised in conjunction with the Croydon District Cycling Association (C.D.C.A.). With changes from 1967 on, including the Section 50 mile being incorporated in the Inter-Club 50, we are now left with three 25's and one 10 miles, apart from the two Inter-Clubs and the Hill Climb. In addition, two evening 10 miles events were held for the first time in 1974 which proved to be popular clocking 22 and 23 entrants.

Since 1964 a Social 2-up Team event has been organised by L. J. Smith. It is for anbody to ride purely for the fun — no prizes — riders ranging from Veterans pacing Schoolboys (and vice-versa) to husband and wife tandem teams — there being three in the 1974 event. This event has proved popular as an end-of Season meeting as well as for the ride and is known as the 2-up Social 10, for more vulgarly, but no less affectionately, 'The Twits 10'.

The Club's success in the Inter-Club 25 has been good having won most of the clashes but the Inter-Club 50's, in later years, have, unfortunately, been walk-overs with the Eagle R.C. having difficulty in fielding a finishing team. We hope to see them as a strong competitive club once again in the near future. Certainly the roles have been reversed with the Eagles consistently winning in the early years and the Road Club doing just that later. Nevertheless, the Eagles still have the edge with 21 wins to 20.

These 10 years have seen a greater participation in Club events by the faster riders, consequently most of the wins were shared by R. G. Donington, S. H. Clinch and R. Gaskell.

In contrast to Club events, Open promotions increased commencing in 1966 when the Ladies' 25 miles became a 10 and a separate Veterans' 25 miles was organised with the Trophy foı the winner on age standard continuing to be awarded. This had first been won in 1963 by H. A. Wenman of the Beckenham C.C. In 1967 a once only promotion for the Vetrans was a weekend of racing put on by H. W. Pink at Cranleigh, Surrey, consisting of a 25 miles T.T. on the Sunday and a Road Race on the Bank Holiday Monday, with separate and overall winners. This same year the 10 miles event was opened up to include Schoolboys ; two years later it was categorised for Ladies, Juniors and Schoolboys, and in

1972 it was made completely Open with 4 categories but this was the first and last time as difficulty arose in finding a promoter to continue it.

An Open 25 miles was organised in 1969 to be run concurrently with the Veterans' event with the Evans Memorial Trophy from the discontinued 12 hours as the perpetual Trophy. Both events are organised by L. J. Smith who got the first event included in the National Campagnolo Competition and J. Mummery of the Polytechnic C.C. collecter the 1st place points, B. H. Clark, Rockingham Forest, was second fellowed by D. Cottington, Charlotteville C.C., who led the winning team. The Campagnolo Competition is based on a series of selected 25 miles time trials with points for the top placings and points for course and National records. Prizes consist of Campagnolo cycling equipment, hence the title of the series.

Because of over-subscribing due to restrictions of entries by the S.L. District of the R.T.T.C., the two events are being run separately to enable full entries for each event to be accepted. The first time was in 1974 with the Vetrans' event being run on a Saturday evening.

Road Race promotions were erratic. In 1966 two were run, one being for the S.E. London League and in 1967 the annual one was split into two with a 1st and 2nd Category event following a 3rds and Junior. This was the last time it was organised because of course problems. Also in this year the Club promoted the W.C.R.A. International event at Crystol Palace with a supporting Vetrans' race. In 1972 a mixed Road Race of Ladies and Vetrans was run on a Cranleigh circuit, it was a ha'porth of pretty muscle in the form of Miss J. Randall of V.C. Londres that sprinted first over the finishing line. This was a fairly successful promotion but unfortunately has not been continued due to lack of an organiser.

The Club went into a completely new field of promotion in 1973 when it organised a series of Cyclo-Cross events at Frylands Wood, Addington, under the control of H. W. Pink. Experience had been gained the previous year when, under the direction of J. F. E. Wilde, the Club responded to a request to help the Frylands Wood Scouts in organising their area events.

There is no doubt that this phase of the Club's past saw the most prolific run of Open successes. Right from 1964 which had some 12 individual wins and placings and 5 Team wins, through 1971 with 30 and 5 respectively. R. G. Donington heads the list of Seniors with riders previously mentioned and others taking their share. Many of P. Holland's wins and placings were done in Tricycle events, whereas rides by B. A. Walker and M. Brennan were in the Junior ranks. The Vetrans were not to be outdone, they have notched up several fastest and age standard awards through people like P. T. Abbott, R. G. Corby, H. W. Pink and

L. J. Smith. For 3 years several Club riders took part in the Guernsey Easter Festival of Cycling. They all made their mark and brought home something, but it would be very remiss if we failed to mention the Veterans' course records over 10 and 25 miles achieved by H. W. Pink in 1971, efforts which earned him the Club title of 'Guernsey Recoord Holder' ! !

The major achievements occurred over 1971/2 and 1973, commencing with the C.T.C. Best All Rounder (B.A.R.) Team win in 1971 with an average of 24·506 m.p.h. over 25, 50 and 100 miles. The team comprised R. G. Donington, P. Holland and P. T. Abbott.

In 1972 R. G. Donington was 12th in the National Championship 100 miles leading in R. Corby and P. T. Abbott to 2nd fastest team. This same combination were the winning team in the E.C.C.A. B.A.R. over 25, 50 and 100 miles and 12 hours with R. G. Donington taking 2nd place in the individual competition. He made 2nd place again in the E.C.C.A. B.A.R. of 1973 but his finest ride of the year must surely have been his 7th place in the National Championship 12 hour.

A fair amount of track activitity is recorded for most of this decade but 1972 to 1974 indicates no Championship result. The Track Championship was commenced in 1965 with R. G. Donington taking it ; he also took it in 1970 and 1971 but S. H. Clinch was the winner the four years from 1966 to 1969.

Several riders rode the Monday Competition series at Herne Hill Track which enabled most classes of rider to gain experience. For several years an Inter-Club track meeting with the Unity C.C. was held on a Sunday afternoon. The last couple of years it has been a Club meeting only until it was dropped altogether because of track hire costs. This meeting was fairly popular and gave an opportunity for riders to attempt Club records and non-regular 'trackies' to have a go. Many records were broken in the 1960's as the Table shows.

4000 m. Individual Pursuit			
	R. G. Donington	5 mins. 31·7 secs.	1969
4000 m. Team Pursuit			
	S. H. Clinch		
	R. G. Donington	5 mins. 21·0 secs.	1966
	P. Holland		
	R. E. Slimmon		
1000 m. Standing Start			
	S. H. Clinch	1 min. 18·2 secs.	1968
¼ mile Flying Start			
	S. H. Clinch	27·4 secs.	1968
¼ mile Flying Start Tandem			
	T. Staton-G. Hutchins	26·85 secs.	1968

¼ mile Flying Start Tricycle

P. Holland	33·65 secs.	1967

½ mile Flying Start Tandem

T. Staton-G. Hutchins	57·0 secs.	1968

Many riders competed in Road Races during the 10 years with many successes in the later ones. A Club Championship was set up in 1968 and in 1970 a Trophy was available to the winner. This was presented by Arthur Smith from Sydney, Australia, who, having spent a few weeks in the company of Club members, made this donation before returning home. Appropriately, it has been named the Sundowner Cup.

S. H. Clinch won the 1968 Championship, mainly with a win to the Club's Open success. L. J. (Lesley) Smith, who later marfollowing 4 years including being the first recipient of the Cup. 1973 saw P. Holland win and his performances made him the Club's first 1st Category licence holder. 1974 saw another tie between R. G. Donington and R. Gaskell. In addition M. Brennan and J. Mackridge also featured in placings.

Ladies racing continued to be thin on the ground with rarely sufficient to make up a team. L. J. Smith and J. M. Oborn were the mainstay in the first few years with newcomers P. Pinchin and J. A. Diamond joining later. Even so they made some contribution to the Club's Open succeses. L. J. (Leslie) Smith, who later married R. G. Donington, did put in some fine rides in winning all the Ladies' trophies most years with the exception of the Improvement Plaque and 25 miles Cup in 1967 won by J. A. Diamond, and the 10 miles in 1972 won by J. M. Oborn. She has also won the Evening 10 miles Trophy ever since its inception. This was presented by J. Grant in 1968 for the best three times. Her efforts were rewarded in 1968 when she twice broke the 18 year old 25 miles record of J. E. Brooker, and the following year also came very near to the 50 miles as well. The widow of Len Roberts presented two Gold Medals to the Club. One has already been mentioned, the other is for the first lady rider to do a 25 miles ride inside the hour but this remains safe for the time being.

Miss M. Simmonds appeared to scorn two wheels and only competed on a tricycle. Her efforts resulted in the setting up of record times for 4 distances. She married R. S. Oxbrow, another trike enthusiast.

Few Club ladies have competed on the track and even less in Road Races. L. J. Smith has competed at Herne Hill and holds the Club records whereas J. Diamond is recorded with a place in a 1966 W.C.R.A. Road Race.

Table of Ladies' Records

Bicycle

10 miles	J. E. Brooker	25 mins. 53 secs.	1960
25 miles	L. J. Smith	1 hr. 3 mins. 55 secs.	1968
30 miles	J. E. Brooker	1 hr. 22 mins. 58 secs.	1951
50 miles	J. E. Brooker	2 hr. 16 mins. 52 secs.	1950
100 miles	J. E. Brooker	4hr. 47 mins. 47 secs.	1950
12 hours	J. E. Brooker	224·88 miles	1950

Tricycle

10 miles	M. Simmonds	30 mins. 24 secs.	1966
15 miles	M. Oxbrow	47 mins. 16 secs.	1968
25 miles	M. Simmonds	1 hr. 17 mins. 53 secs.	1966
30 miles	M. Oxbrow	1 hr. 37 mins. 7 secs.	1968

Track

3000 m. Individual Pursuit	L. J. Smith	4 min. 43·0 sec.	1969
1000 m. Standing Start	L. J. Smith	1 min. 32·4 sec.	1969
¼ mile Flying Start	L. J. Smith	34·6 sec.	1969

In recent years the trend has been for greater activity in the school age groups due in no small part to the formation of the 'English Schools Cycling Association' (E.S.C.A.) which has culminated in the formation of cycling clubs in schools and cycling becoming part of school curricula. Therefore, the boys and girls generally ride under the name of their school.

The South Eastern Road Club has been fortunate, not only in having many of these youngsters aged from 10 years, but in having some of the best.

In Cyclo-Cross, in which they appear to revel, the Winter of 1973-74 and the beginning of the 1974-75 Season saw many wins and placings by Tim Blackshaw, Chris Glibbery, Mike Karavasili, Stephen Mott, Adrian Powell and Paul Tunnell. The Mott family, Mr. and Mrs. Stephen and Janet, have donated a Cyclo-Cross Trophy for Schoolboys to be competed for over seven selected events.

Track riding has figured largely in their activities as well, with regular riding at Herne Hill, Neil Buckland and Mike Karavasili being the best individuals. It is interesting to note that in meeting at Paddington, two 3-man Pursuit teams, riding under their school names, who tried for second place were all Club members, along with two others in another team.

Time Trials have not been neglected, they have ensured keen competition for the Club trophies. Among their Open successes in 1974 Adrian Powell and Mike Fleckney achieved placings. In the English Schools National Championships Neil Buckland was 1st in the 5 mile for his age group (under 13 years) with 12 minutes 7 seconds (a National record) ; Chris Glibbery (under 15 years) was 2nd in the 10 mile with 24 minutes 26 seconds, and with Mike Karavasili and Henry Tse (also from his school) led a winning team in National record time.

It is in the field of circuit racing that their success has been most prolific. These include consistent wins and placings at Crystal Palace and other circuits by Stephen Mott, Chris Glibbery, Neil Buckland, Mike Karavasili, Adrian Powell and Paul Tunnell. In 1973 Stephen Mott won the E.S.C.A. National Championship, thus becoming the Club's first National Champion ; Chris Glibbery came 5th. Stephen has also had success abroad being selected to ride with an English Schoolboy team in the International Tour de Junior, a stage race held in Achterveld, Holland. He acquitted himself well coming in 3rd overall.

Readers may be forgiven for thinking that it is only the boys who have been competing at these age levels ; but they would be wrong for a young lady, Janet Mott, once described as 'six penny-worth of coppers' more than holds her own. Indeed, being only 10 years of age in 1973 she had to ride in higher age groups and compete with the boys to get sufficient competition. She has had wins and placings in Cyclo-Cross, on the track and circuits and in time trials.

The Club maintained its quality of officials with little difficulty in filling posts although few saw new faces. For example, W T. Laws led the Club through a further 10 years as President and looks good for another ten.

The link with the Evans family was finally severed when, in 1967, Mrs. F. W. Evans, wife of the founder member and first President, died. She had an Honorary position as a Vice President.

1968 saw the end of a marathon run when W. F. Slimmon retired as Secretary after 32 years. He was feted at the Annual Dinner and presented with a gold watch subscribed to by Club members. He has continued as Treasurer and from 1969 as Asst. Secretary. On his dis-continuance as Secretary he was made a Vice President. D. M. Norman stepped into his shoes for the next two years, followed by the first lady Secretary, Mrs. J. M. Oborne, who was in office for 1971 and 1972. The precedent having been set, Mrs. L. J. Donington then took over.

J. Grant was Assistant Secretary in 1965, L. J. Smith took it on for the next 2 years with D. W. Abbott for 1968 then, as previously mentioned, W. F. Slimmon took over.

The Time Trial Secretaryship had only 3 occupants — J. Grant 1965-1967, then Mrs. A. Smith to 1973 and H. W. Pink in 1974.

Annual Dinner organiser as Social Secretary, Mrs. A. Smith continued for another 10 years as did J. F. E. Wilde as Secretary of the Old Members' Association.

Four people have held the post of Club Events Secretary with A. V. Stone's last year in 1965 followed by S. H. Clinch, then D. M. Norman for 2 years and R. G. Donington from 1969 to 1974.

The Track Secretary changed the most, with C. T. Derrick continuing up to 1966. R. G. Donington in 1967 and R. Gaskell 1970 held it for a year, but S. H. Clinch had two spells — 1968-69 and 1971-74.

D. W. Abbott was Road Race Secretary from 1965-1967 when L. J. Smith took over. L. J. Smith also continued as Press Secretary up to 1970, then S. H. Clinch combined it with his Track position.

Ladies Racing Secretary continued in the capable hands of Mrs. A. Smith up to 1967 when her daughter, first as a Miss, then as Mrs. L. J. Donington, took over in 1968.

Auditors tend to be unsung heroes of any club, therefore to make amends we mention the regular checking of the Club's accounts for many years by G. B. Ballard and G. T. Simmons. It it with regret that we record the death in 1973 of a past Auditor, W. Wilcox (known as Corp) brother of past founder member G. H. Wilcox.

Further appreciation of his work was shown to W. F. Slimmon when in 1968, the Club made him an Honorary Life Member. In 1970 this honour was also appointed E. L. Clinch who was a hard worker for the Club in a non-official capacity — many will remember his Club film shows. The honour was accorded on his decision to emigrate to New Zealand.

The coveted Badge of Honour had two more rare recipients in 1967 when J. Grant and C. T. Derrick were awarded it for their service for the Club.

The Club has always taken an active interest in cycling organisations to which it has been affiliated and many members have held official positions. J. F. E. Wilde was on the S.L.D.A. of the R.T.T.C. Committee for 33 years from 1939 to 1972 and has been an official R.T.T.C. Timekeeper since the mid-1950's. L. J. Smith was voted on to this Committee following the retirement of J. F. E. Wilde. He has also spent several years to date on the S.R.R.A. Committee as did J. Grant in the 1960's. Another member who has been an official R.T.T.C. Timekeeper for over 20

years is W. F. Slimon. He is also an official Handicapper along with L. J. Smith and H. W. Pink.

The Women's Cycle Racing Association (W.C.R.A.) has figured prominently with some of our lady members commencing with Mrs. J. M. Oborne who was Social Secretary in 1956 and 1957. Mrs. A. Smith has held several positions since first becoming a Committee member in 1958 including Assistant Secretary, Social Secretary and currently since 1967, General Secretary. She has also managed several international teams for the Association in Holland and France. Mrs. L. J. Donington joined the Committee in 1967 and was Racing Secretary from 1969 to 1973.

A male stronghold was pierced in 1970 when Mrs. A. Smith became the first lady member of the Southern Roads Records Association (S.R.A.A.) Committee. The Women's Road Records Association saw her as a Committee member in 1957 and as Asst. Secretary from 1963-1971.

This book can, of necessity, only record those who have served the Club in a specific or official capacity, but there are many other people who have worked for the Club and without whom the officials could not carry out their tasks. To mention a few would be to leave out many, therefore, we pass on the heartfelt thanks of the Club to them all.

There is one person to whom the Committee members over the last 41 years have been eternally grateful (indeed, she has given at least one good reason for attending meetings) and that is W. F. Slimmon's wife Maud, for she has accommodated the Committee meetings all these years and supplied cakes — Ah ! those cakes !— and drinks. If one was to assume 7 meetings each year with an average of 9 members in attendance consuming an average of 3 cakes (it was more really but we don't want them to appear greedy) and 2 cups of tea or coffee apiece, we get the catering of some 7,749 cakes and 5,166 drinks — all for free.

The Rules of the Club were changed very little during these 10 years. The Annual subscription (in addition to the C.T.C.) was increased from 7/6d. (37½p.) to the princely sum of 50p. and 25p. for Juniors in 1971. The comparatively modest cost is due to the money collected from other sources such as Football cards, Christmas Draw, Jumble Sales etc. organised by hard-working members.

1970 saw the Club's racing jersey design noted in the Handbook, this being green, orange and black vertical stripes. Also in this year the position of trophies generally was clarified. To conform to the national ruling of allowing men and women to compete in the same time trials and Veterans with women in Road Races, Club trophies were made Open to men and women unless specifically mentioned for a particular category.

Only one new affiliation was made in this decade that of the South West London Ladies Cycling Association.

In reading of these 50 years there would not appear to be many controversial changes in Club policies but these recordings belie the discussions and heated arguments that have enlivened Annual General Meetings over the years. One such proposal on the Agenda which has appeared a few times is the change of basic membership allowing riders, other than C.T.C. members to join, but this has had little success and at the time of writing the Club remains one of the few that is open to C.T.C. members only.

The traditional Annual Dinner has still been held at Cobbs of Sydenham with the exception of an unsuccessful change in 1967 to the Queen's Hotel, Norwood. For several years the aim has been 200 diners with the record standing at 187. It is hoped that the Jubilee Dinner of February 1975 will achieve this.

Other social events and activities have been put on by members over these years. Film shows, including films of Club events, have proved very popular, being taken and organised by H. W. Pink and E. L. Clinch.

Circuit training sessions have been organised at the Clubroom for those wishing to keep the flab at bay during the Winter by Club Coach, L. J. Smith, who has qualified through the B.C.F.

Club members who now in 1974 number a new high of 120 have, with the exception of 1974, enjoyed the provision of a printed Handbook supplied free. This little book which now has over 70 pages gives all the information about the Club that members could possibly require with past and current champions, rules, results, officials and dates etc. It is a book of immense value.

The official magazine to which members could ascribe as well as reading general news, has been the "Wheelprints". This has had a very sporadic life and varied popularity. It is actually the magazine for the Road Club and the South Eastern Section of the C.T.C. Past Club members have been Editors but it is now edited by the C.T.C. and Road Club members rarely submit writings to it.

1969 saw the first edition of a Newsletter called 'The Racing Report'. This consists of approximately 6 to 8 editions a year keeping abreast of Club activity month by month. It is issued free and is considered to be a good vehicle for information. P. T. Abbott has ably edited it over the past 2 years.

Information on members' activities also finds its way into 'Cycling', the South London Group of Newspapers, the South London Press and the Surrey Advertiser, through the efforts of the Press Secretary.

The Clubroom remained the same venue until the end of 1974 when it was changed to its present address, Shrublands Community

Hall, Shirley. This change coincided with the Club's recognition by the Croydon Local Authority as a Youth Organisation.

Well, that is the first 50 years over and what of the next ? If they are no better than the last they will be very much worth looking forward to. As we drift into 1975 the future of the Club looks assured with a rising active membership spanning all ages, competent dedicated officials and all those youngsters to do the rides of the future. The South Eastern Road Club can look forward with confidence.